

6 May 2015

VC10 XR808 prepares for final move to Cosford

The Royal Air Force Museum Cosford is pleased to announce that its latest acquisition, VC10 serial number XR808 is now over half way through a successful dismantling process and is being prepared for its final move to Cosford in the Summer.

The dismantling is being carried out by GJD Services, a specialist maintenance and aircraft salvage company based at Bruntingthorpe, Leicestershire. The process has taken a team of 8 over 7 months so far and the next few weeks will see the final work carried out, which includes removing the rear fuselage, inner wings and main undercarriage.



The aircraft is scheduled to leave Bruntingthorpe in June, following the RAF Cosford Air Show and will travel by road. The route will see the giant fuselage on a low loader lorry travel along the M69, M6

and the M54 and is sure to attract a huge amount of interest from the media and aviation enthusiasts alike, as they capture this rare spectacle.

As the aircraft arrives in Shropshire, the VC10 will be positioned on the airfield at RAF Cosford whilst the wings, fuselage and landing gears are reassembled. The aircraft will then make the final few steps onto the Museum site to allow the fitment of the rear fuselage fin, tail plane and engines. Later in the summer it will go on permanent display to visitors outside next to the Lockheed Hercules C130K Mk3.

Gary Spoors, Accountable/Engineering Manager at GJD Services said:

"We, at GJD, have been given a fantastic opportunity to demonstrate our engineering skills and abilities during the dismantling and the eventual re building process of XR808. This is all made possible by the skill and dedication of the GJD staff and their overriding wish to make this happen. Personally I have a fond attachment to the VC10; she was the first aircraft I flew on, then subsequently ended up working on during my RAF Career and now again as the head of GJD. Having this example of a VC10 in the RAF Museum provides the best opportunity for the long term preservation of the type ensuring an icon of British Aviation is secured for future generations to enjoy. Preserving our aviation heritage is important to me and I am extremely proud to be given the opportunity to be part of this project."

The VC10 was a British aircraft originally built by Vickers-Armstrong and then later by the British Aircraft Corporation and entered service with Royal Air Force in 1966. Now at the end of its service career, this dual-role aircraft enabled the rapid deployment of troops and their weaponry and fast jet aircraft to many theatres of operations around the world. With the ability to carry up to 124 troops at a time with nine crew members or a freight load of up to 20,400kgs the VC10 has been one of the RAF's most significant assets for nearly 50 years.

The Museum's new aircraft, serial number XR808 was part of an initial order of five VC10s for the RAF and was to be used for VIP and Far East Routes. After an initial period at RAF Fairford, XR808 spent the next 46 years based at RAF Brize Norton. In 1968 all 14 of the RAF's VC10s were named after RFC/RAF holders of the Victoria Cross and XR808 was named Kenneth Campbell, after the Flying Officer who made a precision torpedo attack on the German battle ship Gneisenau. The RAF VC10's allowed true global mobility offering a combination of speed and range never previously attained by an RAF Transport Command aircraft type.

Having travelled the world with No.10 Squadron including Colombo, Calgary, Hong Kong, Gutersloh and Bahrain, the aircraft was transferred to No.101 Squadron in 2006. During the early stages of the Afghanistan War the aircraft operated support flight for joint Czech Republic and UK exercises during 'Operation Rhino', a raid by the United States Army Rangers on several Taliban targets. As the number of VC10's began to dwindle, the Museum's latest acquisition led a special formation flight over seven UK RAF stations to mark 50 years of the VC10 and 95 years of 101 Squadron

Ian Thirsk, Head of Collections at the RAF Museum said:

"The BAC VC-10 formed the mainstay of the RAF's long range strategic transport force for almost fifty years. For one aircraft type to have been in service for such a long period is remarkable in itself. However, when this is added to the variety of roles and worldwide scope of operations, it is clear this is a unique aircraft and it would not be possible to accurately portray the history of the RAF without an example of the type – therefore it is essential that such a pivotal and long serving aircraft is preserved by the RAF Museum."

For further information about the Museum, please visit the Museum website www.rafmuseum.org or call 01902 376200. The Museum is open daily from 10am and entry to the Museum is FREE of charge.

Keep up to date with the latest news and event information by following us on:

- Facebook – Royal Air Force Museum Cosford
- Twitter @RAFMUSEUM
- Instagram – rafmuseum

Ends...

Notes to Editors:

- Follow us on Facebook – The Royal Air Force Museum, Cosford
- Follow us on Twitter – @RAFMUSEUM
- Follow us on Instagram - rafmuseum
- Royal Air Force Museum Cosford, Shifnal, Shropshire, TF11 8UP
- Open daily from 10am
- Admission to the Royal Air Force Museum is free of charge.
- RAF Museum Cosford images & logo available at:
<http://www.rafmuseum.org.uk/research/media-vault.aspx>
- For further information and all media enquiries please contact Michelle Morgans on 01902 376212 or email michelle.morgans@rafmuseum.org
- All images used should be credited: '©Trustees of the Royal Air Force Museum'

AIRCRAFT HISTORY - VICKERS/BAC VC10

XR808

Assembled by British Aircraft Corporation at Brooklands (Weybridge), Surrey as VC-10 Type 1106, (One of 14 RAF VC 10 C. Mk 1 aircraft) constructor's number 828, serials block XR806 – XR810.

- | | |
|-----------|--|
| Sep 61 | Part of an initial order for five VC-10s for the RAF to specification C.239/60 for VIP and Far East Route use. The C.1 was a hybrid passenger/cargo transport version. |
| 9 Jun 66 | First flight |
| 7 Jul 66 | Delivered to newly formed No 10 Squadron RAF Transport Command (later Air Support Command) at RAF Fairford (based there until 23 May 1967, later Brize Norton) as their first aircraft. |
| Aug 66 | Made first overseas training/proving flight by an RAF VC-10, from RAF Brize to Hong Kong. See RAFM photos P022057 – P022062.

Initial work for the squadron were scheduled route flights, five times per week to RAF Akrotiri, Cyprus and four per week to the Far East via Akrotiri, Gan, Singapore and Hong Kong, plus twice-weekly schedules to Washington DC, using Dulles International airport. 'Spec' flights included regular runs to Calgary or Edmonton during the summer from RAF Gutersloh transferring BAOR tank crews to training facilities on the Canadian prairies. |
| 30 Mar 67 | Made press/VIP flight over the Torry Canyon tanker prior to its sinking. |
| Nov 68 | Named Kenneth Campbell, VC, as part of policy to name all 14 RAF VC-10s after RFC/RAF holders of the Victoria Cross. |

16/17 Jun 69 Flew Brize Norton – Patuxent River AB (Maryland, USA) – Ballykelly (NI) – Robert Thacker LB extracts on file.

3 Sep 70 Flew Aldergrove – Hannover (West Germany)-Brize Norton (Thacker logbook)

17 Aug 72 Flew Brize Norton – Gutersloh on two return trips – extracts from logbook of S/Ldr Sidney Adams, 10 Sqn RAF, on a/c dept. file.

9 Sep 72 Brize Norton – Manchester –Gutersloh-Hannover-Teesside-Brize Norton (Adams LB)

13/14 Oct 72 Akrotiri – Brize Norton (Adams LB)

9-13 Jan 73 JFK New York – Charleston – Chicago-Los Angeles-Brize – Boston – Dulles-Brize Norton (Adams LB)

23 Feb 73 Colombo - Akrotiri (Adams LB)

27 Dec 73 Akrotiri – Brize Norton (Adams LB)

20 Mar 74 Hong Kong – Tengah-Gan (Adams LB)

24/5 Jun 74 Gan – Akrotiri (Adams LB)

7 Aug 74 Brize Norton – Akrotiri (Adams LB)

1/2 Aug 74 Gan – Tengah-Hong Kong (Adams LB)

6 Dec 74 Akrotiri – Brize Norton (Adams LB)

4/5 Mar 75 Gan – Hong Kong (Adams LB)

11 Apr 75 Flight to RAF Kai Tak, Hong Kong –pilot from Gan Martin Willing; No.4 engine failure upon take-off; dumped fuel and returned safely to Gan after 55 minutes

1/3 Jul 75 Brize Norton – Keflavik –Namao-Brize Norton (Adams LB)

13 Sep 75 Akrotiri – Brize Norton (Adams LB)

10 Oct 75 Brize Norton – Dulles-Brize Norton (Adams LB)

28 Jan 76 Brize Norton – Akrotiri (Adams LB)

28/29 Apr 76 Hong Kong – Brunei – Hong Kong-Colombo-Bahrain (Adams LB)

31 May 76 Brize Norton – Akrotiri (Adams LB)

1-4 Jun 76 Akrotiri – Brize Norton – Gutersloh-Aldergrove – Gutersloh-Aldergrove-Gutersloh-Brussels-Brize Norton. (Adams LB)

14 Jun 76 Brize Norton – Akrotiri (Adams LB)

23 Jun 76 Akrotiri-Luqa-Brize Norton (Adams LB)

12/13 Nov 76 Hong Kong-Brunei-Hong Kong-Colombo-Bahrei (Adams LB)

3 Jan 77 Bahrain – Colombo (Adams LB)

2-4 Jun 77 Brize Norton – Dulles-Brize Norton (Adams LB)

19 Jul 77 Flew Brize Norton – RAF Gutersloh (West Germany) – Gander AFB – Calgary (Canada) – Gander – Gutersloh –Thacker logbook.

4 Nov 77 Brize Norton – Calgary (Adams LB)

23/4 Jan 78 Bahrain – Brize Norton (Adams LB)

26 May 78 Brize Norton – Wildenrath –Brize Norton (Adams LB)

12 Jan 79 Akrotiri-Brize Norton (Adams LB)

15 Feb 79 Brize Norton – Bahrain – Colombo (Adams LB)

28 Oct 79 Brize Norton – Gutersloh-Brize Norton (Adams LB)

1980 By this time the aircraft was serving with No 38 Group, Strike Command.

1981 With No 10 Squadron, RAF Brize Norton.

1990 Used for a never-distributed feature film; filmed at Gatow in temporary United States Air Force markings in return for a donation to the RAFBF. Photo – Classic Aircraft September 2012 pp.86-87.

10 Nov 95 Flew last operational sortie of standard RAF VC-10 C Mk 1 over North Sea – pilot S/Ldr John Mass, then flew on down to Bournemouth for modification to C Mk 1K standard; the last flight of an unconverted C.1.

Oct 96 Delivered to RAF as final VC10 C1 Modified by Flight Refuelling Ltd at Bournemouth (Hurn) to C MK 1K standard as mixed tanker/passenger role with FR Mk 32 refuelling pods under each wing, retaining the original 150-seat passenger configuration and carrying no extra fuel. Returned to No 10 Squadron the following month.

With the disbandment of No.10 Squadron on 14 October 2005 the remaining C1Ks were transferred to 101 squadron and February 2006 saw the first C1Ks sporting 101 Sqn crests and tail letters, with XR808 becoming 'R' – known as 'Bob' on the Squadron.

2 May 09 Photographed at Prague airport, operating support flight for joint Czech Republic/UK exercise, 'Operation Rhino'

8 Oct 2010 Photographed arriving at Exeter International Airport bringing troops home from Afghanistan.

2011 Remained as one of 13 aircraft in the RAF VC-10 fleet, of which eight were C Mk 1Ks, the first of which were due for retirement August 2011, the last six VC-10s, including one C Mk 1K, being due to retire at the end of March 2013.

7/8 Jul 2012 Appeared in static park at RIAT at RAF Fairford with special commemorative 101 Squadron markings on tail. Photo in this scheme leaving Brize Norton, July 2012; – Classic Aircraft September 2012 p.39. At this time only eight VC.10s remained in RAF service.

28 Aug 2012 Led formation (codenamed 'Tartan 21') of three 101 Squadron VC10s in special formation flight over seven UK RAF stations to mark 50 years of the VC10 and 95 years of 101 Squadron. Photos – Classic Aircraft October 2012 p.10; Air International October 2012 p.6; Flypast November 2012 p.16. Flying hours by this date 43,650 as the oldest remaining VC-10 with 101 Squadron.

20 Mar 2013 Suggested delivery date to RAF Cosford for transfer to RAF Museum.

June 2015 Planned delivery to RAF Cosford for transfer to RAF Museum.